

THE PACIFIC Commercial Advertiser

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THE WATER QUESTION.

If Honolulu is to grow, it should have an ample and healthful supply of water. That was the argument chiefly used in the Legislature when the Puuoa job was up and it is as good now as it was then and has, besides, a better proposal to make. No city can get on if there is danger of a water famine; none can succeed as a health resort if there is a fair question as to the quality, for drinking purposes, of the water supplied to homes.

The danger exists, the question is raised. Honolulu needs a supply of 8,000,000 gallons of water per day, there are three reservoirs. The pumps furnish 5,000,000 gallons, and in favorable weather the Nuuanu reservoir gives about 3,000,000. Not infrequently the reservoir is dry or nearly so and at such times its water is foul with decaying vegetable matter and the rinsing of the pastures. It has long been felt that this reservoir should have been built further up the valley and with a larger area so as to get out of the pasture district, and put in a better section where a fuller and more reliable supply of water could be had and that a filtration plant should go with it. The other alternative is to build another pump and keep up a constant and sufficient supply of artesian water.

The argument for the larger reservoir is that it eliminates the cost of pumping; it would serve the city, including its hilly portions, by gravity, which is the cheapest service possible. Even deducting the cost of and interest on a filtration plant, the reservoir system is more economical than the pumping system.

Those who favor public reliance upon a pumping method point out that the water from artesian wells needs no filtering; that the artesian level is not dangerously affected by droughts, while a reservoir anywhere in the valleys would succumb to such a dry spell as Oahu had three and more years ago.

The Advertiser does not care to express any choice between the two systems; it wishes Honolulu had the advantage of them both so that a gravity supply of filtered water could be had in wet weather and a lifted supply of artesian water in dry weather. The only point we urge, however, is that the Legislature should not adjourn without somehow settling the water question so that Honolulu may progress without the special handicap of a questionable water supply.

HAWAII AND THE NORTHWEST.

The Pacific Northwest, when connected with Hawaii by a regular steamship line, such as is proposed from Tacoma, ought to become a good customer for this Territory. Last year a consignment of bananas went from Honolulu to Seattle and brought more than double the price in San Francisco. There is a demand in the Northwest for all tropical products which is not subject to so much competition as the demand in San Francisco. It seems probable that Hawaii, if it were given the chance, could control the Northwestern trade in bananas and pineapples. With cold storage facilities it could send on a great many alligator pears and mangoes, fruit which now appears on the bills of fare of the leading hotels on the Eastern seaboard and which has come to be accounted fashionable.

But the trade need not be one-sided. Honolulu knows that certain kinds of merchandise, food for man and beast, can be got cheaper from the Sound country than from San Francisco, Seattle and Tacoma both offer special prices. In too many lines San Francisco rates are too high. Much of the extra cost of living here is purely arbitrary and would succumb to the competition of the Northwest. To secure the greatest good to the greatest number, the more competition there is the better. We should profit not only by a steamship line from the Sound but from Los Angeles.

Incidentally the coming steamship of the Tacoma-Honolulu-San Francisco service would bring us tourists and give local pleasure and health-seekers a chance to make quick connections with Northern scenery and weather. A change from San Francisco in that respect, which would not involve the trouble of going to Canada, a foreign country, would be appreciated.

The Republican party of Hawaii is not eager to deprive the Home Rulers of their responsibility for the House. Though the House was elected under the Republican name, the majority in it are Wilcox men and should be made to look to Home Rulers for their next nominations. They certainly have no Republican ideas or principles; not more than two or three in the entire membership. In fact the professedly Home Rule speaker is a better Republican than most of them.

By the Fourth of July a Honolulu man at midnight should be able to call up San Francisco at 10 p. m. and Manila at 5 a. m. the next day.

When ancient corner-stones are opened in Honolulu two familiar newspapers always turn up—The Friend and the Advertiser.

WHARVES AND HARBOR IMPROVEMENT.

Judged as a matter of public policy, the proposal to spend \$400,000 in building two new wharves and only \$50,000 in dredging the channel and part of the inner port does not appeal to those who have the interests of the city at heart. It is better for Honolulu, just now, to have the entire harbor and all its wharves made accessible to vessels of the largest type than to take a course which would mean the practical reduction of the port, in its power to accommodate first-class ships, to certain designated wharves and the approaches to them.

The tonnage of individual vessels entering this small harbor is growing larger all the time. The giant Oceanic steamers were soon outclassed by the Korea and Siberia; the latter will soon yield their pennants to the Pacific Mail leviathans, and the Toyo Kisen Kaisha's new ships may match the best. Hill's gigantic freight carriers from the Northwest—the largest vessels in the Pacific—are not unlikely to come here. Indeed, it has developed that the president of the Hill steamship line was lately in Honolulu for a week, making a quick study of the local commercial outlook and that he went away pleased and in doubt about nothing except the accommodations of the port. It should be added to this exhibit of actual and probable tonnage, that of visiting battleships here to coal.

Should the larger new vessels, such as Hill's, be unable to do business with Honolulu and do it expeditiously; if they cannot come in and dock whether a few special wharves are occupied or not; in a word, if they cannot make use of the harbor as a whole without delay or annoyance, they will either pass us by or go into Pearl Harbor. Honolulu wants them to do neither. If Pearl Harbor should be chosen as an entrepot for Jim Hill's liners, the damage to Honolulu would be appreciable. This city wants and needs the benefit and all the benefit which visiting tourists would confer; and the Territory wants the revenue from dockage. There is no advantage to us in building up a rival commercial suburb to which, eventually, all the big steamers might go.

The prestige of Honolulu cannot be saved by making it a three or four dock port. It must be understood, if the city is to continue to invite and satisfy commerce, that it can offer facilities that are only circumscribed by the area of the harbor.

This paper does not argue against the building of new wharves by the Territory. They are needed for revenue; but the first consideration, seeing how soon Honolulu will be visited by the greatest vessels in the Pacific, should be to deepen the whole harbor. When that is done the water should be kept at proper depth and the slip system of wharves gradually extended. We are informed that \$100,000 will put the port into shape. If that is so, \$50,000 might fairly be taken from the \$400,000 wharf fund in the appropriation bill and added to the dredging fund. This would leave \$350,000 with which to begin the new dock system and make the harbor wholly accessible.

BANANAS.

Elsewhere in this paper complaint is made of the dearth in the market of the apple banana. That fruit, with its delicate pulp and sub-acid flavor, is in strong demand and the supply is far from being equal to it. Our people would also like to get hold of the red banana of Cuba and the plantain of Bluefields. While not wholly confined to the use of inferior bananas, the consumers of Honolulu find that the poorer varieties flood the market and leave them small choice. Yet it is as easy to grow a dainty banana here as a coarse and common one. Soil, climate and rainfall are as adaptable to the one as the other.

The trouble is that we have left the banana industry to the Chinese, who are carrying it on precisely as their forefathers did and with the same stock. Originally they sent for the banana of Canton, which was the only one they knew, and they have been, with characteristic fidelity to old custom, sticking to it to the exclusion of other and better varieties. Some few have consented to raise the apple bananas and there are some who raise red ones in a commercial way on Kauai. But when all has been said, probably ninety-five per cent of the eating bananas in the market are of the unattractive Chinese variety.

It is time to improve the grade of this fruit not merely for our own table use but for export. The encyclopaedias say there are as many varieties of bananas as there are of apples. What would be thought of Eastern orchardists if they grew nothing but elder apples, producing none of the Strawberry, Northern Spy, Pippin, Gillyflower, King and Pound Sweet varieties? Yet that is the attitude of our banana-growers, one essentially Chinese and not worthy of an American Territory.

The Advertiser hopes that the Board of Agriculture will, in the course of its experimental work, import the best grades of bananas and set them to growing here. In a little while they will appear in dooryards, or upon white men's farm land and eventually may supplant for export, as they certainly will for the home table, the Chinese product. Three varieties, the apple banana, the red banana and the Bluefields plantain are especially desirable, and it might not be a bad idea to also get hold of some of the herbaceous stalks which produce the mammoth plantain of Central Africa—a task in which the United States Agricultural Department would probably assist.

In Kansas, the other day, the President told a crowd that it was Senator Burton who had most to do with getting him to take the Vice-Presidential nomination on the McKinley ticket. The Kansans were duly impressed by this but it is not known how Senator Burton took it. The truth is now out that the whole Vice-Presidential scheme was engineered by President Roosevelt's enemies to make his chances for getting the next nomination less than they would be if he were re-elected Governor of New York.

The powers are not likely to make war on Turkey for fear of falling out among themselves afterwards. But if civil war ensues it would not be surprising to see another Congress of Berlin in session and a further dismemberment of the empire. Eventually, by the creation of independent states, the power of the Sultan in Europe may be restricted to the immediate neighborhood of Constantinople.

Remarkable Japanese Clock.

"When in Japan not very long since, I saw as remarkable a timepiece as I suppose the world contains," says Mr. Williams T. Crews, of Newark, N. J. "It was inclosed in a frame about 3 feet wide and 5 feet long, representing a noonday landscape of rare beauty. In the foreground appear plum and cherry trees and gorgeous plants in full bloom; in the rear there is a sloping hill, from which a cascade seems to flow, the crystal imitation being of wonderful likeness. A threadlike brook meanders from this point, encircling rocks and islands, and finally disappearing in a piece of woodland. In a miniature sky a golden sun turning on a silver wire, strikes the hour on silver gongs as it passes. Each hour is marked in the frame by a creeping tortoise which takes the place of a hand. A bird of exquisite plumage warbles at the close of each hour, and as the song ceases a mouse sallies forth from a neighboring grotto, and scampering over the hill to the garden is soon lost to view."

No Respecters of Persons.

That Italian railway officials are no respecters of persons is shown by an incident which occurred the other day, when the Duchess of Manchester arrived at Salsomaggiore. Her grace had so much baggage that the railway officials became tired of watching the endless stream of trunks pouring from the baggage car. Two porters from the hotel whither the Duchess was going had got into the car to help in unloading the trunks, but before they could get out the impatient officials started the train and they were carried off to Parma with a considerable portion of the Duchess's baggage.

A King's Weakness.

Even kings are not exempt from the foibles of ordinary mankind, and here is an interesting sidelight on a little weakness of good King Edward VII. A certain royal lady was at an afternoon tea party, and one of the guests told a decidedly amusing little story. "Oh," cried the lady in question, clapping her hands, "that is capital. I must tell it to the king. No," she added after a moment's reflection, "I won't, for if one tells the king a good story he forgets in a day or two that it was told to him, and goes about repeating it to everyone as his own."

Thirty Bibles a Minute.

The Bible publications of the Oxford University Press have been issued for 300 years, and can be published in 150 languages and dialects. Every year fully 600 tons of paper are used for this purpose alone. Orders for 100,000 Bibles are quite common, and the supply of printed sheets is so great that an order for 500,000 copies can be readily filled. On an average, from thirty to forty Bibles are furnished every minute.

Rheumatism

Is a rack on which you need not suffer long.

It depends on an acid condition of the blood, which affects the muscles and joints, causes inflammation and pain, and results from defective digestion and a torpid action of the liver, kidneys and skin. Sciatica, lumbago and stiff neck are forms of it.

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